

MONTANA AERONAUTICS COMMISSION



Volume 17 No. 8

August, 1966

MAC ELECTS BELL CHAIRMAN; HUGHES, V. CHAIRMAN AND BLACK, SECRETARY



Carl W. "Bill" Bell of Glasgow was elected chairman of the Montana Aeronautics Commission at the July 14th meeting. Bill Bell, owner of the Bell Mortuary in Glasgow, represents the Montana Pilots' Association on the Commission. Bill has been an extremely active member since 1961 and has been particularly interested in the airport expansion and development program.

Bill was president of the State Chamber of Commerce in 1965 and was chairman of the Chamber avia-

tion committee at the time they sponsored the Montana Air Tour of Canada and Alaska in 1961.

Bill holds a commercial pilots license with instrument rating's and pilots his own twin engined aircraft extensively in connection with his business and ranching activities.

Jack Hughes, Chief pilot for Johnson Flying Service in Missoula was elected Vice-Chairman. Hughes was appointed to the commission in July, 1963 by Governor Babcock for a four year term and is the representative of the Montana Flight Operators on the Commission.

A past president of the Montana Aviation Trades Association, Hughes has been active in all phases of Montana aviation for the past 20 years.

Peter H. Black, of Frontier Airlines in Billings was elected Commission Secretary. Mr. Black represents the Air Carriers on the Commission. He received his appointment by Governor Babcock, in May 1966 to complete the unexpired term of Herb Jungemann who was transferred to Arizona with Western Airlines. Black has taken an active interest in Aviation and civic matters—presently serving on the aviation committee of the Billings Chamber of Commerce and is a member of the Billings Advertising Club.

Remaining members of the Com-

mission are: Out-going Chairman, Walter Hope of Hysham; Clarence Anthony of Helena; Ted Cogswell, Great Falls, and Gordon R. Hickman of Harlowton.

GADO 9 TO HOLD MULTI ENGINE SEMINAR

The F.A.A. General Aviation Office No. 9 located in Helena, will conduct an Airplane Multi-Engine Pilots' Seminar. The seminar will be held in the Aeronautics School facilities on the Helena Airport—Thursday, August 11 from 7:00 to 10:00 P.M.

All pilots in Montana are cordially invited to attend, regardless of certificate or ratings held.

The program will be presented by Flight Standards inspectors, G. P. Abler and C. A. Zimmerman, instructors at the Federal Aviation Agency Academy in Oklahoma City, Okla. Lectures and visual aids will cover theory and operation of light twin-engine aircraft and Aircraft limitations including the "V" speeds; Aircraft performance; Power available versus power required curves; Take-off variables and pilot techniques.

This will be the first program of similar type to be held in District 9. A worthwhile program is guaranteed!!!!

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**Box 1698
Helena, Montana**

Tim Babcock, Governor

Charles A. Lynch, Director

**Carl W. (Bill) Bell, Chairman
Jack R. Hughes, Vice Chairman
Peter H. Black, Secretary
Clarence Anthony, Member
E. B. Cogswell, Member
Gordon Hickman, Member
Walter Hope, Member**



**AIR TRANSPORTATION
SURVEY**

**By Gloria McCabe
Secretary to the Director**

On July 18, 19, and 20, James C. Buckley, Inc., of New York City, in conjunction with the Montana Aeronautics Commission, conducted an exploratory survey in the State of Montana to determine whether the State is in need of a comprehensive investigation of the aviation requirements and what such an investigation should include. Present on the survey tour were Mr. James C. Buckley; Mr. Ed Dickinson, Airport Engineer for the Buckley organization; Mr. Charles A. Lynch, Director of the Montana Aeronautics Commission; Mr. Henry Loble, Commission Attorney; and Gloria McCabe, Secretary to the Director.

Hearings were held at six key points within the State, including Billings, Butte, Glasgow, Great Falls, Miles City, and Missoula, with additional representation from Kalispell, Bozeman, Helena, Cut Bank, Havre, Lewistown, Livingston, Glendive, Sidney, Opheim, Malta, and Wolf Point. Several points of aviation interest were discussed at length.

General policies and procedures for furthering aviation development at the State level were debated, including the aspects of aviation development within the State which are considered to justify continuing attention and action at the State level. Condemnation power for the protection and development of airports and zoning power to protect airports in the State were additional topics along this line of surveyance.

Mr. Buckley inquired as to what extent, if any, the State might consider economic regulation of intra-state air transportation and what changes, if any, might be considered in the State's existing program of financial aid to airports.

Mr. Buckley was interested in learning in just which area the State might be more helpful in airport planning, the adequacy of existing zoning legislation from the standpoint of assuring compatibility between airport development and community development, the usefulness and adequacy of the State and Federal Programs of airport aid, and what action might be helpful in furthering the attraction of airport-based industry.

With respect to general aviation, Mr. Buckley asked the survey participants at each meeting about the adequacy and usefulness of State publications, such as its Aeronautical Chart and its Airport Directory, the adequacy of the intra-state airway systems, the Commission's program of aviation education, and the adequacy of commercial flight services at Montana airports. Several points were also brought up concerning aircraft sales and service facilities at Montana airports and the impact on such businesses of the State's personal property tax. The possible desirability of establishing minimum standards for and licensing general aviation airports was also discussed at some length.

The last basic topic of discussion at each survey meeting was with respect to common carrier air transportation in the State's participation in air route proceedings before the Civil Aeronautics Board, and the integration of State and community participation in such proceedings. The availability of basic data for use by the State and the communities in determining assembly were discussed. Mr. Buckley asked for general opinion concerning the establishment of a master plan for air service for the State as a whole, encompassing intrastate air carrier operation. The major gaps in the State's air service pattern were brought out, along with the possibility of communities in the State and communities outside the State.

Mr. Buckley's survey report is due in mid-September and will be determined at that time whether the State is in need of a comprehensive investigation of its aviation requirements.

"Letter to Airmen"

For you pilots flying in the Yellowstone - Jackson's Hole areas, new and expanded navigational and "Flight Assistance Services" are now available.

An Omni-range (VOR) on 108.4 MC is now operating on the Jackson's Hole Airport. It is identified by code: "JAC" and by voice: "JACKSON VOR."

With the VOR is a radio receiver on 122.1 MC. Both are remotely controlled by the Idaho Falls Flight Service Station.

With the Jackson VOR, the Teton fan marker on 75 MC is also operating. These two navigational aids are used in making approved instrument approaches to the Jackson's Hole Airport. This instrument approach procedure is published on approach plate AL-504-VOR-1. One note of caution: "The Jackson VOR is restricted to airway, holding and approach radial use only."

The Idaho Falls Flight Service Station is the designated flight plan station for Jackson's Hole Airport and we have found good radio reception for filing or closing flight plans with aircraft sitting on the Jackson's Hole Airport.

In the Yellowstone area, we recently relocated "Yellowstone Radio" to a position atop Sawtelle Peak, 20 miles SW, West Yellowstone, Montana. This radio transmits on 122.2 MC and receives on 122.1 MC and is also remotely controlled by the Idaho Falls Flight Service Station.

The Idaho Falls Flight Service Station is fully staffed, 24-hours per day, to provide pilot weather briefing, flight planning, in-flight and where necessary, emergency flight services through the Idaho Falls, Dubois and Jackson VOR's or through "Yellowstone Radio." Service is also available by telephoning Idaho Falls (area code 208) 522-9024.

Your comments and suggestions regarding our services through these new facilities is earnestly solicited.

Signed: Kenneth M. Shake, Chief, Idaho Falls STN/TWR.

**ATTENTION PILOTS
THE JORDAN UNICOM, 122.8,
WILL BE CLOSED DOWN FROM
AUGUST 12 THROUGH AUGUST
28.**

PROGRAM ANNOUNCED FOR INAC FALL CONVENTION

An outstanding array of main speakers and events are planned for the annual International Northwest Aviation Council convention. The convention will be held in Vancouver, B. C., with headquarters at the Bayshore Inn on September 1, 2 and 3.

Word was received from Mr. A. N. Parry, President of INAC that hotel reservations should be made early in August by all planning to attend. Mr. Dennis Rennick, Airport Manager at Regina, Sas. is the overall convention program chairman and Montanan, C. E. "Sandy" McPherson of Helena is handling the United States Program.

PROGRAM SCHEDULE

SEPTEMBER 1

1:00 P.M. - 9:30 P.M.—Registration.

1:30 P.M. - 3:30 P.M.—INAC Board of Directors Meeting.

6:00 P.M. - 7:30 P.M.—Reception sponsored by INAC.

SEPTEMBER 2

8:30 A.M.—Breakfast.

10:00 A.M.—Official Opening—Chairman, Art Parry. Invocation and Welcome by Mayor.

10:30 A.M.—Coffee Break.

10:50 A.M.—Fog Dispersal Panel—Chairman, Floyd R. Creasman, Airport Director, Spokane.

12:00—Luncheon. Speaker: A. Carlson, Air Canada.

2:00 P.M.—Clear Air Turbulence Panel—Chairman, Dennis Rennick.

3:00 P.M.—Coffee Break.

3:20 P.M. - 4:30 P.M.—State Aeronautics Directors: Washington, Oregon, Idaho, Montana, North Dakota, B.C. Canada.

6:30 P.M.—Reception.

7:00 P.M.—American Banquet. Master of Ceremonies: American Vice President Donald Shay, Tacoma Airport, Seattle. Speaker: Francis Fox, General Manager, President of the American Association of Airport Executives.

SEPTEMBER 3

8:30 A.M.—Breakfast.

9:30 A.M.—National Aeronautics and Space Administration.

10:15 A.M.—Coffee Break.

11:05 A.M.—National Aeronautics and Space Administration.

12:00 Noon—Luncheon. Speaker: Flight Safety Foundation.



The spectacular sight you will see when you attend the INAC Convention—Vancouver, B.C.'s, Harbor and Skyline at night.

2:00 P.M.—Richard Munro, Chief of Information and Education, Montana Fish and Game Department.

2:30 P.M.—Coffee Break.

2:50 P.M.—INAC Business Meeting.

6:00 P.M.—Reception.

7:00 P.M.—Canadian Annual Banquet. Master of Ceremonies: Art Parry, President INAC.

It is a well planned program and the committee feels they are extremely fortunate in obtaining members of the National Aeronautics and Space Administration and the Flight Safety Foundation to participate.

TOO GOOD TO MISS—
VANCOUVER, B. C.—INAC—
SEPTEMBER 1, 2 AND 3

AIR SHOW TO FEATURE DON PITTMAN

Sidney's 2nd annual Air Show and Fly In, Saturday, August 20, will feature Don Pittman flying his red and white Pitts Special. Pittman is internationally known for his flips, twists and spins throughout a thrilling rapid fire routine.

Free breakfast will be served to all Fly In pilots and passengers starting at 8:00 A.M.

The Air Show will commence at 1:00 P.M. Events will include Sky-Diving, Flour Bombing, Ribbon Cutting and Balloon Busting contests; Fly-bys and Static Displays.

80/100 gas available. Sidney Unicorn on 122.8.

Limited Tie-Downs—Please bring own ropes and stakes.

**FUN DAY FOR THE FAMILY
SIDNEY—ON AUGUST 20**

GOVERNOR TO GIVE DEDICATION ADDRESS

Governor Tim Babcock will present the main address at the Dedication of the Broadus Airport on August 14. M.A.C. Director Lynch will be among the featured speakers during the ceremonies.

The Dedication is presented by the Airport Commission, Stanley Damm, Committee Chairman, with the assistance of the Powder River Commercial Club, A. O. Pemberton, Chairman. Entertainment arrangements are being made by Committeemen, Don A. Powers, Marshall Sullivan, John E. Nisley and R. J. Brooks.

A Fly-In breakfast will be held prior to the Dedication Ceremonies. The day's events will include Sky Diving and Stunt Flying exhibitions and a static display of aircraft.

The new Broadus airport is located ½ mile south of Broadus and has a 3100 foot runway. Stephen Kenney of Hardin was the contractor.

Help applaud this Powder River County accomplishment.

**ATTEND THE DEDICATION ON
AUGUST 14.**

WANTED TO BUY: Piper PA 20—with 135 h.p. or modified to 150 h.p. Contact: David Hines, 206 West Ridge Road, Grass Valley, California.

FOR SALE: 1940 Piper J3C-65—248 hrs. SMOH—complete cover with razorback in 1965—annualized in March, 1966—refinished prop at annual—1436 hrs. TT. Contact: Peggy Ralston, Culbertson or Call 787-5258.

FOR SALE: 1958 Cessna 175—780 total hours—will have new periodic. Like new. Price: \$6,500. Contact: Anton Nelson, Westby, Montana. Phone: 385-4425.

FOR SALE: 1959 Comanche 250—Autoflite—Mark II, ADF—Extended baggage. Recent periodic—prop—tires—battery—excellent condition. Hangared. TTAE 996, SMOH 290. Price: \$11,000. Contact: Ray Carkeek, Ennis, Montana.

SCHAFER MEADOW CAMPGROUND DEDICATION — GREAT

The dedication of the Schafer Meadow Campground can only be described as "Absolutely Great." Sixty Five aircraft transported upwards to 200 persons (plus four members of the canine set) into the Meadow. They arrived from spots throughout Montana including Cut Bank, Great Falls, Conrad, Kalispell, Missoula, Whitefish, Columbia Falls, Valier, Spotted Bear, Browning, Hungry Horse, Big Fork, Helena, Harlowton, Lincoln, Helmville, Butte—and as far east as Billings and Glasgow. A number of Forest Service personnel from Missoula and Spotted Bear flew in or were flown in by a Supercharged Aero-Commander.

An amusing and special feature was the frequent appearance of a cow moose apparently resenting the "taking over" of her runway!



I Like Mine Medium! Jim Monger waits to receive his steak from chef, Joe Pomajevich.

The Dedication Ceremonies were MC'd by Jim Monger, Assistant Director of the Aeronautics Commission. Jim gave a brief resume of the campground and persons responsible for the new facility.

The campground was a joint project initiated by the Wilderness Committee of the Montana Pilots Association, Herb Sammons of Cut Bank, Chairman. It was financed by the Montana Aeronautics Commission and the U. S. Forest Service jointly with the total cost of \$3,000. The new facility included special tie down area on the east end of the 3,300 ft. airstrip adjacent to the six permanent tables with fire places



Here Comes Another One! A 180 sets down as the crowd watches with the beauty of the Wilderness Area in the background.



A group of representatives of the various departments and organizations responsible for the Schafer Meadow Campground.

and tent pitching facilities as well as a wood cache, barbecue pits, rest rooms and a large camp fire meeting circle with benches.

Joe Pomajevich, Flathead National Forest Supervisor and Henry Viche, Chief of Air Operations, Forest Service Regional Office at Missoula, gave presentations for the Forest Service and introduced personnel attending.

Herb Sammons spoke on the M.P.A. interest in the campground and thanked the Commission, the Forest Service and various individuals that assisted in making the facility possible.

Representing the Montana Aero-

nautics Commission in addition to Mr. Monger were—M.A.C. Commissioners, Gordon Hickman, Bill Bell, and Jack Hughes; Jack Wilson, Safety and Education Officer and Joyce McCutcheon, Assistant Safety and Education.

Representing the Montana Pilots Association in addition to the Cut Bank people were Montana Pilots Association State President, Red Dupree and M.P.A. Secretary, Lois Dupree; Willy Willingham, president of the Cut Bank Hangar and pilot of the year Gordon Sands of Havre.

A number of the Cut Bank and Kalispell Hangar members flew in on Saturday night and camped out.



Mr. Henry Viche during his presentation. Joe Pomajevich standing to the left.

They were on hand in the morning all busily preparing for the dedication crowd. Not enough praise can be given to the persons whose labor, efforts and enthusiasm have made this campground and the dedication day events possible.

Congratulations and Special Thank You goes to Mr. and Mrs. Herb Sammons, Mr. and Mrs. Chet Sammons, Dick Kullberg, their committees and assistants.

All in all—the scenery was indescribable—the weather, ideal—the food, excellent and the company—The Best!!!

WEATHER BUREAU TELEPHONE NUMBERS FOR AVIATION SERVICE IN MONTANA

Billings	- - - -	252-7309*
Glasgow (0300-2400)	-	228-8395
Great Falls	- - - -	453-3512*
Havre (0430-1315)	-	265-6424
Helena	- - - -	442-8260
Kalispell	- - - -	756-4829
Missoula	- - - -	543-7996*

NOTE: * Restricted Number. Use for Aviation Weather Information Only.

OFF-AIRWAY DIRECT ROUTE PROPOSED

The Federal Aviation Agency is evaluating the following proposal:

Approve a day/night, IFR/VFR off-airway direct route for Frontier Airlines from Great Falls, Montana VOR To Havre, Montana H facility.

NEWS FROM THE AIRLINES FRONTIER ANNOUNCES ADDITIONAL JET PROPULSION SERVICE FOR BILLINGS

Peter Black, Sales Manager for Frontier Airlines in Billings, announced that Billings air travelers received additional jet prop Convair 580 service. A new jet prop round-trip to Minot and jet prop service will be on all south-bound flights by Frontier beginning July 15.

Under Frontier's new schedule, 18 daily flights of which 16 are operated with Convair 580 aircraft, 9 arrivals and 9 departures, are providing service for Billings. New additional jet powered departures include non-stop, mid-morning service to Salt Lake City with through plane service to El Paso, Texas; a late-afternoon express flight to Denver, with service for Casper and Cheyenne, and a mid-evening flight to Denver with intermediate service for cities in Wyoming and Utah.

New additional return jet powered service includes a mid-morning arrival for Denver from Salt Lake City; a noon non-stop arrival from Salt Lake City; and a mid-afternoon arrival from Salt Lake City and Jackson Hole. Additional return service includes an early-evening arrival from Denver, Cheyenne and Casper, and a late-evening arrival from Denver, Salt Lake City and intermediate cities.

Jet prop service northbound includes a new flight to Minot, departing Billings mid-afternoon with intermediate service for Miles City and Williston.

Other presently operated Frontier flights for Billings will remain in effect with only minor time changes.

Frontier also announced that June traffic broke all previous records in passengers carried and total passenger miles flown. The twelve Frontier-served cities in Montana and North Dakota showed an average 50 per cent increase in June over the same month a year ago.

Montana's nine cities boarded a total of 4,161 passengers for an average gain of 65 per cent. Billings lead the way with 2,251 passengers for a 59 per cent jump; Glasgow's 225 passengers was an increase of 62 per cent; Glendive with 75 boardings was up 27 per cent; Great Falls with 981 passengers increased a

healthy 123 per cent; both Havre with 89 passengers and Wolf Point with 79 passengers remained the same as last year; Lewistown with 158 boardings increased 50 per cent; Miles City with 161 passengers was a gain of 35 per cent while Sidney's 142 boardings was an increase of 67 per cent.

Frontier's favorable passenger growth can be attributed in the main to public acceptance of the airline's expanding jet-powered Convair 580 fleet combined with the efforts of the company to appeal to more of the travel market with fare incentive plans. These include Frontier's revolutionary Half-Fare Standby Plan; the liberalized Family Plan, usable every day of the week; a vacation fare tied in with package vacations to the national parks and other scenic areas served by Frontier and special fares for youths, clergy, military and government employees.

The CAB recently extended Frontier's unique Half-Fare Plan for another 6 months and approved the petition which permits positive space for standby passengers on the next available Frontier flight for those unable to obtain space on the first standby flight of their choice.

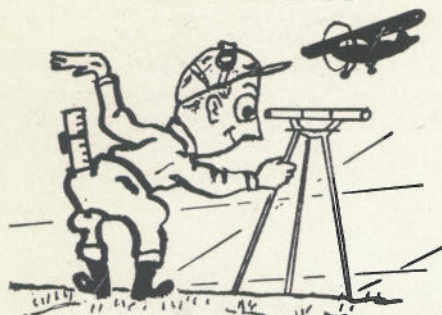
Since the Half-Fare Plan first went into effect in late January, 1966, nearly 30,000 passengers have availed themselves of the fare. It is available between 20 city pairs throughout Frontier's 11-state system. It allows anyone, any age, any time, to fly for one-half the regular air fare when standing by for an available empty seat at flight time. In the past six months, less than one per cent of these travelers had to wait for a second flight to get through to their destinations. The amendment to Frontier's fare tariff will now assure these passengers of getting through on a positive basis on the next available flight.

AIRCRAFT FOR BID: Cessna 170—800 hrs. TT on a smooth, low oil consumption, Continental 0-300 engine. This engine has just had a new overhaul on mags and carb. Always hangared. Never damaged, 760 hrs. SMOH—maroon, polished aluminum fuselage, fabric wings recovered with linen in 1959. Primary panel. Lear radio. No time since 100 hr. inspection. New tires. Submit your bid to: Wesley Caspers, 740 East Bannock, Dillon, Montana. Phone: 683-2734. (May consider trade to a smaller aircraft.)....

FOR SALE: 1948 Cessna 170—new periodic—10 hrs. SMOH—1,976 hrs. TT Airframe. Price: \$3,950. Contact: E. G. Neidhardt, 1016 College Ave., Deer Lodge, Montana. Phone: 846-2501.

FOR SALE: 1943 D-17-S Supercharged Stag-ger Wing Beech—450 h.p. Pratt & Whitney, King KX-100 and Motorola 12E. Full panel—fabric high in green. 5 passenger. Color, gray and yellow. A real performing airplane which has had excellent care. Contact: Fred Naegele, Helena, Montana. Phone: 442-4380 or 442-4061.

AIRPORT NOTES



By James H. Monger,
Assistant Director, Airports

ANACONDA. The Anaconda Airport is now closed until further notice for construction.

POLSON. A contract was recently awarded for the construction of the new paved runway and runway extension at Polson. Garrick Construction Company of Missoula was low bidder on the general contract, with a low bid of \$84,826.00. Midland Electric of Billings was the successful bidder on the lighting project at \$17,091.00. This is a local, state and federal aid project.

NOTAMS. Pilots are urged to check NOTAMS through their local flight service station for Airport construction now being conducted at Billings, Great Falls, Bozeman, Miles City, Anaconda, Polson, Dillon, Missoula. All of these airports will be under construction or are now presently under construction, on airport improvement projects.

BEACON BID OPENING. August 2nd will be the opening date for the second series of a beacon relocation program sponsored by the Montana Aeronautics Commission. Twelve abandoned airway beacons will be removed from mountain tops and placed at various airports throughout the State. The bid opening will be held at 10:00 A.M. at the Capitol Building in Helena.

LIBBY. A meeting was held in Libby on July 11th with representatives present from the Montana Aeronautics Commission, the Lincoln County Airport Board, the Libby City Council and the Libby Junior Chamber of Commerce. It has been decided that the Libby JC Club will circulate petitions within the County to allow the airport issue to be voted upon by the electors at the November election. The issue placed on the ballot will ask permission to construct the new airport under the sponsorship of the County Airport

Board, utilizing an Aeronautics Commission loan to finance the County's share of this \$201,000.00 project.

STANFORD. Engineering is now underway for the design for a new General Aviation Utility airport at Stanford. The airport location will be the same as the existing landing area. A longer runway will be provided, with a stabilized turf surface, and it is hoped to get this project completed late this fall.

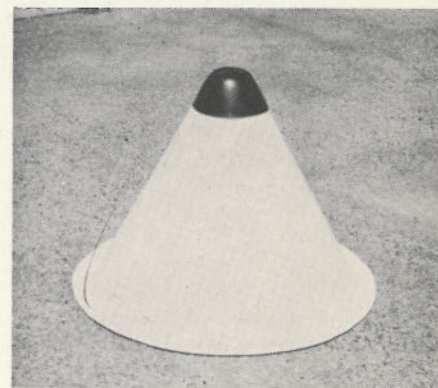
HYSHAM. Advertisement for bids for construction of the new General Aviation Utility airport at Hysham is expected to be published in August. This new airport is sponsored by Treasure County and should be completed late this fall.

SHELBY. Bids will be opened in Shelby on August 15th for the construction of a Multiple "T" Hangar building for that airport. All interested contractors are urged to contact the Airport Board at Shelby for plans and specifications for this project.

LAUREL. Court proceedings are now underway at Laurel to finalize a land condemnation action in order to provide sufficient land to construct a new northeast-southwest runway for the Laurel airport.

RUNWAY MARKERS. The Montana Aeronautics Commission has designed a new runway marker to be used on VFR airports. The runway marker has been fabricated by the Linton Corporation of Sidney, Montana. The marker is made of fiberglass, and virtually indestructible, and requires a minimum of maintenance. In the event that the marker is struck by an aircraft, it is so designed to keep aircraft damage virtually zero. The runway marker can be obtained in any color, from the Linton Corporation; however, the Aeronautics Commission has determined that white appears to be the best color for the highest visibility on most VFR airports. The cost of the marker is approximately \$8.50 each, and special quotations for quantity orders are available upon request. The markers are secured into the ground by using four bridge spikes. Each marker has a black cap to allow greater visibility under snow conditions. Many flying farmers in Montana, North and South Dakota, and Minnesota have already purchased these markers, and several public airports have installed these markers. The Aeronautics Commission has already installed the new fibre-

glass cone markers at Sweetgrass, Lincoln, Canyon Ferry and Oxbow. The markers are working out extremely well, and this office would appreciate receiving any pilot comments on the use of the marker.



A close-up view of the new Fiberglass Runway Marker.



Runway Marker installation on the new Lincoln Airport.

"F & E PROJECTS"

The following is from a report of the Federal Aviation Agency, prepared by their Program and Plans Branch.

VORTAC CONVERSION OF EXISTING VOR'S

(Dates are Estimated
TACAN Commissioning)

Butte, Montana—June 2, 1966.
Cut Bank—June, 1966.

RELOCATE ATC TOWERS

Great Falls, Montana—March, 1967.

VHF/UHF—ESTABLISH

Butte, Montana—Defer for off airport remoting.

Great Falls, Montana—July, 1966.
Missoula, Montana—Defer for off airport remoting.

CAB'S WESTERN MONTANA SERVICE INVESTIGATION

By Charles A. Smith,
Commission Attorney

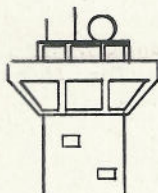
This proceeding was instituted by the order of the Civil Aeronautics Board dated February 16, 1966, order E-23259, and the matter at issue in this proceeding is as defined in the Board's order of consolidation dated June 7, 1966, order E-23787, to wit: whether the public convenience and necessity require the authorization of service between the terminal points, Great Falls and Billings, and the immediate points, Missoula and Bozeman, Montana, Idaho Falls and Pocatello, Idaho, and the terminal points Boise, Idaho, and Salt Lake City, Utah.

On July 6, 1966, the Board conducted a pre-hearing conference in this proceeding which was attended by Henry Loble, an attorney for the Montana Aeronautics Commission. Questions were raised at the hearing as to whether the authorization of service between the terminal points Great Falls and Billings and between Boise-Salt Lake City is an issue in this proceeding, and whether under the issues in this case, it would be plausible for the Board to award only a part of the route here under consideration, such as, for example, a one-stop service between Great Falls and Salt Lake City, via Missoula. In reply thereto the examiner stated that it was clear from the Board's order that the four cities, Great Falls, and Billings, Montana; Boise, Idaho and Salt Lake City, Utah, were intended to be the terminal points. The examiner further ruled that the authorization of the service between terminals, subject, of course, to a mandatory stop at Missoula or Bozeman, is at issue herein, and that under the provisions of section 401 (d); 1 of the act, the Board is in power to award the whole, or any part of, the route described in the order of consolidation. The examiner went on to say that there is also at issue, the question of service between Missoula and Bozeman, but there is no issue of service in this proceeding which does not involve a stop at Missoula or Bozeman.

In response to inquiries concerning the status of United Airlines, the parties were advised that United is not a candidate for any authority in this proceeding. They were further

advised that all other carrier parties, (Northwest, Western, Frontier and West Coast), are eligible for an award of the whole, or any part of, the route in question. The parties were also advised that the joint motions of the cities of Missoula, Helena, Great Falls and Billings for leave to file a joint motion requesting the Board to include Helena as an intermediate point herein would be referred to the Board for appropriate action. The Examiner announced that the public hearing in this proceeding will be held in Missoula at a time and place to be designated in a formal notice of hearing which will be issued at a later date.

The following procedural dates were agreed upon by the parties: Response to information request due July 27, 1966; exchange of direct exhibits due August 26, 1966; submission of Federal Aviation Agency exhibits due September 16, 1966; exchange of rebuttal exhibits due September 26, 1966; exchange of written testimony due October 3, 1966; public hearing due October 11, 1966.



TOWER

OPERATIONS

JUNE, 1966

	Total Operations	Instrument Operations
Billings	12,585	1,129
Great Falls	10,179	810
Missoula	6,796	258
Helena	4,571	141

BILLINGS OPERATIONS SETS MORE RECORDS

The Billings F.A.A. Tower continues to report that operations are setting new records.

May operations totaled 13,664—the largest number ever recorded for a single month in Billings.

Total operations for the fiscal year 1966 totaled 123,638. This is the highest number of operations ever recorded in any 12 month period in the history of the Billings Tower.

FOR SALE: Bonanza J-35—Excellent Condition—35 hrs. SMOH—including brand new crankshaft, cam shaft, intake/exhaust valves, muffler, prop and governor overhaul. Many extras, like new upholstery—MK II omnigator, Narco Simplex—ADF. Price: \$15,995. Contact: Mrs. Jack Lovelace, Bozeman. Phone: 586-5509.

M.A.C. INSTALLS NEW AUTOMATIC AIRCRAFT TRAFFIC COUNTERS

Abrams Instrument Corporation is now producing the Abrams AIRCRAFT TRAFFIC COUNTER, Model ATC-1. The unit is designed specifically for collecting aircraft traffic data on airports.



The Abrams Air Traffic Counter.

The Montana Aeronautics Commission has recently installed two of the new Abrams Aircraft Traffic Counters at the new Lincoln Airport and at Polebridge Airport. The two counters will be rotated to other Montana Airports throughout the year.

The ATC-1 was developed in cooperation with, and to the specifications of, the Michigan Aeronautics Commission. State agencies will use the counter to record aircraft activity data for use in planning for future development.

The counter is triggered when an aircraft passes over the special pneumatic hoses in the proper sequence. One count only is recorded when an aircraft passes in the "direction of count" but no count is recorded when an aircraft passes in the opposite direction. The selective count is obtained by the use of blocking and delay circuits designed especially for airport use.

A battery test circuit is incorporated which indicates when there is sufficient power remaining for at least 1000 additional counts. An external connector may be used to supply an output for a remote counter or recorder.

FOR SALE: 1948 Cessna 140—90 h.p.—Full panel—Narco LFR/3 low frequency—Narco VHT-2 high frequency and omni. Real clean. Excellent condition—annualized until November 1966. Price: \$2,895. Contact: Lake Flying Club, Clarence Bakken, Secretary, Medicine Lake, Montana.

SECRETARIAL ADDITION FOR MAC'S AIRPORT DIVISION

Marion T. Roeder is a native of Montana, born in Great Falls, and attended high schools in Cascade and Helena.



Marion Roeder
Airports Division Secretary

Marion joined the staff of the Montana Aeronautics Commission on June 27. For the past 6 years Marion had been employed in Portland, Oregon for the Schmitt Steel, Inc. and Beall Pipe and Tank Corporation.

Marion's new duties will consist of secretarial work for Mr. Jim Monger, Assistant Director and Chief of Airports Division in addition to the detailed work for the Engineers in the Division.

Marion is a member of the American Business Women's Association and has served as Chairman of the Membership and Contact Committees.

Husband, Joseph L. Roeder is employed by A and B Construction Company in Helena and daughter, Mrs. Warren B. Adams and Granddaughter Angela Marie reside in East Helena.

Marion's hobbies include music appreciation and composition, swimming, bowling and all spectator sports. She may well add aviation to her list for after several flights, Marion is more than enthusiastic!

The Roeders reside in the Helena Valley.

"Wife (reading her husband's fortune on a weight card): "You are dynamic, a leader of men, and admired by women for your good looks and strength of character. Say —It's got your weight wrong, too!"

INSPECTOR'S CORNER



This month we would like to dwell for a moment on one of the Lost Arts; namely, flying a traffic pattern. Time was when it was important to fly at least the power-off end of the pattern accurately because we never knew, when we closed the throttle, whether the engine was going to run again when we opened it. With the modern reliable engine, those days are about over and nobody's sorry to see them go. Still, accurate placement of the airplane ought to mean something more than getting it on the right airport within a day or two of ETA!

So let's start with the take-off. Do you set in the correct amount of crab to track right straight out on the centerline, and look over your shoulder occasionally to see that it is working that way? Or are you satisfied to have the airport somewhere behind your normal line of vision? The first turn is the nemesis of most pilots we fly with—it's almost invariably too great a turn. The right way to get that 90° ground-track turn is to take a look at where the wing is pointed, and then turn **almost** that far, thus allowing a bit for drift correction. (A little judgment is not out of place here.) Look back at the runway after the turn is finished—if the wing is pointed right at it, you've turned too far. It's better to have a bit too much crab than not enough.

On the downwind, we should be tracking parallel with the runway, with drift correction as necessary. In the modern airplane, proper speed control is a must; the days when cruise and approach speeds were almost the same went out about the time Consolidated Buggy-Whip Company closed up shop. Then, when we hit the "key position," the carburetor heat having been applied, (when necessary) well in advance, we can close the throttle and immediately slow to approach speed, trimming properly the while.

When to turn base? Well, keep an eye on the runway, and continue **straight** ahead, not dragging the near wing and anticipating the turn, until the runway appears to stop moving

aft and start moving up. Then, take a look at where the wing is pointed and this time, turn a little **past** that point, thus setting in the initial crab for the base leg. If you're flying a high-winger, don't waste time trying to find the runway in the turn—if you make the turn as described above, the airport will be right there in front of you when you finish. Also, you won't be drifting out at some odd angle, making the final turn that much more difficult.

When the time comes to turn final, don't look just at the near end of the runway—look at the far end, and run your eye up and down the strip a few times. You'll be surprised how much easier, almost instinctive, it becomes to line up properly with the centerline by doing this. Then when the final approach glide is set up, indications of over or under shooting are easy to see if you know where to look for them. In any glide, from any altitude, there is a spot somewhere between directly under you and the horizon which appears motionless. Everything else is moving, either toward and under the nose, or up and away from it. That stationary spot is where you're going to hit the ground (if you don't round out, of course). The round-out will carry you a bit beyond it; how far depends on how much you're using and how much wind is blowing. It's easy to find from the final approach, and tells you right away whether you need more flap or a bit of power.

This technique is for power-off landings, of course, but using it on every approach will certainly sharpen up your power approaches too. And, if you ever do scatter an engine, the payoff will come in the form of a landing you can walk away from and perhaps even a completely undamaged airplane.

Besides, it will sure impress the examiner the next time you go after a rating—it'll probably be the first one he's seen for months!

Good Flying—see you next month.

FOR SALE: Late 1958 Cessna 182 Skylane. 277 hrs. on \$2,000 Chrome Major, 134 on factory overhaul prop. Full L.F.R.—equipped with 6 cylinder primers, 6 cylinder head temp. gauge—rotating beacon—5 month old NARCO radio Mark IV with OMNI and LFR/3. New heavy duty nose gear—new tires, brake block and disk. Interior and exterior excellent condition. Fresh license. Would take Luscombe sedan, 205 engine or Stinson, SW 165 on trade. Contact: John Bragg, Livingston. Phone: 222-0057 after 6:00, or 222-2990 before 5:00. Price: \$8,850.

FOR SALE: 1953 Cessna 190—240 Continental —3 radios—960 TT—Absolute original—Very clean—Always hangared. Price: \$6,900. Write: 844 Ninth Ave., Helena.

GOVERNOR SPEAKS AT POPLAR AIRPORT DEDICATION



The Speakers platform as Master of Ceremonies Gene Theroux welcomes the crowd to Poplar Dedication.

Governor Tim Babcock commended the community of Poplar on its progress and the new airport facilities at the Dedication Ceremonies of the airport on June 26th. Some 30 aircraft arrived and over 200 persons attended.

The day's activities began with a breakfast at the American Legion Hall.

The Dedication Ceremonies commenced with the advance of colors by the American Legion Firing Squad under the Command of John Taflan.

Master of Ceremonies, Gene Theroux gave the welcome and a short history of the airport. Addresses were presented by Mayor Vern Ostlund, Florn Martin, President of the Poplar Chamber of Commerce; Charles A. Lynch, MAC Director and Gene Breese, Dedication Chairman.

Governor Babcock's address was followed by brief messages from Mel Engles who was the first chairman of the County Airport Board and Lyman Clayton, present chairman of the County Airport Board.

A highlight of the program was the Indian Youth Exhibition Dancers under the direction of Mrs. Josephine Red Elk. Mrs. Bill Pease interpreted the song which Mrs. Ray Boulds sang in sign language.

The Montana Air National Guard held a fly-by of jets in addition to helicopter and parachute jumping exhibitions.

Heading the group of persons responsible for the fine program

and successful dedication were: Gene Breese, Dedication Chairman; Mr. and Mrs. Gene Theroux and Mrs. Alice Breese.

Following the Dedication the day continued on with an excellent Wild West Days Rodeo.

FEDERAL AVIATION AGENCY ITINERARY LISTING



Airport	Aug.	Sept.
Bozeman (Gallatin Field)	3	14
Culbertson	11	8
Glasgow	25	22
Glendive	28	
Great Falls (International)		
Missoula		
Sidney		

Note: Provisions have been made to give private pilot written examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

1945—August 6—A U.S.A.A.F. B-29 bomber, "Enola Gay" piloted by Col. Paul W. Tibbets, Jr. drops the first atomic bomb on Hiroshima, Japan. Simultaneously, 580 other B-29's drop 3,850 tons of incendiary bombs on five other industrial cities of Japan.

* * *

1945—August 14—Japan's surrender ends World War II.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENTS

Jacobson, John S.—West Pittston, Pa.
Baker, Gerald L.—Billings
Glenns, Howard D.—Minneapolis, Minnesota
Argyle, Lloyd E.—Kingman, Kansas
Mueller, Leo F.—Billings
Acker, John E.—Billings
Crouse, Charles A.—Billings
Walsh, Robert W.—Miles City
Edland, Carol D.—Scobey
Soare, Kathie J.—Glendive
Ryden, Donald W.—Glasgow
Zeh, Dennis J.—Glasgow
Ayers, Roy D.—Grass Range
Bell, Lawrence H.—Glasgow
Casey, Jack H.—Billings
Jones, Lawrence D.—Harlowton
Jones, F. Edward—Billings
Montalban, Joseph C.—Billings
Crabb, Beverly A.—Billings
Pangborn, Paul W.—Midland, Mich.
Johnson, Carl L., Jr.—Glasgow
Tucker, Lorange C.—Billings
Curtis, Lowell C.—Manhattan
Burrows, Gerald C.—Helena
Thielman, James E.—Chester
Yackley, Bill Alan—Chester
Stearns, George H.—Kalispell
Perry, Tom C.—Kalispell
Triplett, Donald L.—Great Falls
Schraner, Wm. R.—Great Falls
Richner, Gary W.—Great Falls
Johnson, Harold L.—Cascade
Bingham, Nelson G.—Whitlash
Boatwright, Glennis O.—Bozeman
Fenger, Karen L.—Lothair
Tysdal, Robert D.—Butte
Rang, Ronald L.—Livingston
Madill, Martin L.—Townsend
Stevens, Roger V.—Kalispell
Seeley, Roger W.—Shelby
Seifert, Carl A.—Polson
Renn, Richard H.—Bozeman
Skelton, Thomas M.—Geyser
Clouse, Karen E.—Great Falls
Morris, Michael W.—Great Falls
Dundas, Gene L.—Lolo
Cardon, William R.—Missoula
Pritzl, John M.—Missoula
Mulder, Norman—Manhattan
Martinsen, Gregory S.—Missoula
Cameron, William H.—Missoula

Lake, Mary L.—Missoula
Hornstein, Irene A.—Missoula
Chernisky, John B.—Missoula
Jones, Elmer L.—White Sulphur Springs

Helfert, Lawrence D.—Helena
Canary, Dusty—Townsend
Churchwell, Rodney D.—Livingston
Sumner, James R.—Livingston
Tracy, George J.—Mammoth, Wyo.
Anderson, Gary T.—Missoula
Noble, Sandra K.—Center Line, Michigan

Kyle, Kenneth E.—Hamilton
Weitz, Robert J.—White Sulphur Springs

Powell, Terry R.—Kalispell
Brown, Achilles L.—Missoula
Frezzo, Vincent J.—Missoula
Juhnke, Donald Frederick—Butte
Wolfe, William H.—Somers
Boylan, Frank E.—Lakeside
Boylan, Lavella A.—Lakeside
Popiel, Rodney J.—Helena
Bebbee, Gary L.—Havre
Cusick, Gary C.—Kalispell
Lukes, Donald J.—Great Falls
Wing, John C.—Hogeland
Kalk, Wilbert A.—Great Falls
Miller, David L.—Nashua
Creek, Robert W.—Great Falls
Reimers, Albert R.—Bozeman
Kearns, David T.—Townsend
Myhre, Merton P.—Polson
Jackson, Michele S.—Missoula
Gabriel, Robert W.—Great Falls
Partain, William R.—Great Falls
Woodson, Andrew C.—Baltimore, Maryland
Jacobsen, Peter A.—Missoula
Patton, Dennis J.—Floweree
Steffan, Wayne L.—Fort Harrison
Beecher, Daniel R.—Harlem

PRIVATEs

Stiles, Linda J.—Buffalo, Wyo.
Williams, Daniel J.—Billings
McCampbell, John D.—Billings
Corneliusen, Allen S.—Billings
Van Uden, Leo R.—Billings
Green, Kirk L.—Ashland
Johnson, Arnold R., Jr.—Hardin
Dignan, Thomas L.—Noonan, N.D.
Ingwalson, Gloria M.—Crosby, N.D.
Johnson, Kermit D.—Plentywood
Lagein, Robert C.—Noonan, N.D.
Grasser, Selmer E.—Epping, N.D.
Humphrey, John E.—Billings
Jones, Roy J.—Billings
Pappas, Larry D.—Billings
Matzinger, Charles M.—Billings
Freeland, Larry D.—Billings
Blair, George T.—Bozeman
Hilling, Everett E.—Williston, N.D.
Hoffelt, Harold D.—Williston, N.D.
Brandt, Darrell G.—Great Falls

McDonald, John K.—Belt
Kruger, Peggy D.—Cut Bank
Jermunson, Urbin G.—Brady
Egner, Lawrence—Bozeman
Henke, Lowell D.—Hobson
Nelson, Melvern L.—Arlee
Newman, Dan L.—Helena
Lindstrom, Arthur H. Jr.—Missoula
Adkins, Ray N.—Missoula
Solwold, Donald B.—Great Falls
Ricklick, Craig T.—Ulm
Bailey, Glenn V.—Great Falls
Hess, Mahlon—Great Falls
Curry, Robert S.—Lolo
Waldenberg, Samuel W.—Great Falls

Campbell, Donald P.—Missoula
Vick, Paul L.—Missoula

ADVANCED AND SPECIALIZED COMMERCIAL

Popp, James W.—Billings
Young, Ronald F.—Billings
Swain, Francis M.—Miles City
Cunning, David I.—Manitoba, Canada
Ferguson, Donald A.—Manitoba, Canada
Mahowald, Michael A.—Minneapolis, Minnesota
Koppang, Lowell G.—Williston, N.D.

Thatcher, Frank P.—Billings
Hall, Kemper W.—Great Falls

INSTRUMENT

Genereaux, Eugene P.—Big Horn, Wyoming
Harvey, Douglas W.—Dillon
Connors, John F.—Butte
Cunning, David I.—Manitoba, Canada
Jones, William F.—White Sulphur Springs
Ferguson, Donald A.—Manitoba, Canada

MULTI ENGINE

Zupan, Matt J.—Billings
Moore, Carl H.—Bozeman
Moore, Carl H., Jr.—Belle Fourche, S.D.
Taylor, Beatrice R.—Bozeman

FLIGHT INSTRUCTOR

Connors, John F.—Butte
Petty, John J.—Hot Springs, S.D.
Rankin, David E.—Frenchtown
Hall, Kemper W.—Great Falls

GROUND INSTRUCTOR/INSTRUMENT

Patrick, Larry D.—Rudyard
SENIOR PARACHUTE RIGGER

Taylor, Charles R.—Helena
AIRFRAME MECHANIC
Hanrahan, Dean R.—Helena

TYPE RATINGS GRUMMAN TBM

Ford, James A.—Missoula

NOTICE OF PROPOSED RULE MAKING TO PART 71 ALTERATION OF TRANSITION AREA

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter controlled airspace in the Glasgow, Montana terminal area.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Glasgow, Montana terminal area, as the result of the development of an instrument approach procedure for the Glasgow Municipal Airport, proposes to take the following airspace action:

Redesignate the transition area in the Glasgow, Montana, terminal area as the airspace extending upward from 700 feet above the surface within a 5-mile radius of Glasgow Municipal Airport (Lat. 48°12'54" N., Long. 106°37'06" W.); within 2 miles each side of the 100° and 279° bearings from Glasgow Municipal Airport, extending from the 5-mile radius area to 8 miles E. and W. of the airport and within 2 miles each side of the Glasgow AFB (Lat. 48°25'00"N., Long. 106°31'40" W.).

The proposed instrument approach procedure will become effective concurrently with the designation of the above controlled airspace.

The proposed transition area will provide controlled airspace protection for aircraft executing the prescribed public VOR instrument approach procedure during descent from 1500 feet above the surface to the minimum altitude.

The Transition area proposed herein was developed for a new approach procedure. Therefore, no procedural changes will be required as the result of this proposal.

No airways traverse the transition area proposed herein.

Specific details of this proposal may be examined by contacting the Chief, Airspace Branch, Air Traffic Division, Federal Aviation Agency, 601 East 12th Street, Kansas City, Missouri 64106.

(Airspace Docket No. 66-CE-561).

1966 TEACHERS WORKSHOPS COMPLETED

By Ron Adams

Supervisor of Aviation Education

The 1966 sessions of the Aerospace Education Workshops and the Aviation Education Workshop have been completed at the four units of the University System. The workshops are sponsored by the Montana Aeronautics Commission in cooperation with the State Department of Public Instruction.

AEROSPACE EDUCATION WORKSHOPS

The Aerospace Education Workshops are designed to expose the classroom teacher to the many facets of aviation and aerospace. In this way, through the guidance of the workshop director, they are exposed to the various methods of integrating aviation and aerospace subjects and materials into their curriculums at all grade levels. Each student develops his own curriculum guide for his particular grade, complete with teaching aids and activities for the class. This provides each teacher with a ready-made program to be utilized in the forthcoming school year.

WESTERN MONTANA COLLEGE— DILLON

June 13 - July 1. Conducted under the direction of Miss Mavis Boyce and Dr. Wesley Caspers of the Western faculty.

NORTHERN MONTANA COLLEGE— HAYRE

June 15 - July 6. Conducted under the direction of Ronald Kologi.

EASTERN MONTANA COLLEGE— BILLINGS

June 20 - July 8. 1966 largest workshop conducted under the direction of Mr. H. C. "Buzz" Christiansen and Mr. Chuck Lundgren.

UNIVERSITY OF MONTANA— MISSOULA

June 20 - July 20. Conducted under the direction of Dr. A. Clair Brewer and Miss Nell Garland.

AVIATION EDUCATION WORKSHOP

The Aviation Education Workshop is aimed at preparing the secondary science teacher to instruct a course in Aviation Science. This workshop is built around the ground instructor course and is more detailed than the Aerospace Education Workshops.

WESTERN MONTANA COLLEGE— DILLON

June 20 - July 15. Conducted by Dr. Wesley Caspers, assisted by Mr.

Tom Westall and Mr. Wayne Turner of the Dillon Flying Service.

The five workshops provided 126 Montana teachers with a basic knowledge of aviation and aerospace subjects that will enable them to provide a more complete and well rounded education for their students in the coming school year.

CALENDAR

August 6 (Rain Date August 7—Ladies 99's "Fun Race." Starting point: Glasgow; ending at Lewis-town.

August 7, Bozeman—Official opening of Bozeman Airstrip, 9:30 A.M.

August 11, Helena—Airplane Multi Engine Pilot's Seminar. Time: 7:00 P.M. - 10:00 P.M. Location: Aeronautics School, Helena Airport.

August 14, Broadus—Airport Dedication.

August 14, Fortine—Flathead Hangar of MPA Fly-In at Vredenburg Airstrip.

August 17, Glacier Park—Montana Aeronautics Commission regular meeting.

August 20, Sidney—Air show starring Don Pittman, sponsored by the Sidney Chamber of Commerce. Fly-In breakfast at 8:00 A.M.—Air Show at 1:00 P.M.

August 21, Fortine—Grand Opening and Fly-In at Vredenburg Crystal Lake Resort and Airport.

September 1, 2 and 3, Vancouver, B.C.—International Northwest Aviation Council annual convention.

September 7, 8 and 9, Wheeling, West Virginia, Oglebay State Park—National Association of State Aviation Officials annual convention.

September 18, West Yellowstone—Western Airlines last scheduled flights. Airlines Service discontinued for winter months.

September 27, 28, and 29, St. Louis, Mo.—National Business Aircraft Association Annual Convention, Chase Park-Plaza Hotel.

September 30, October 1 and 2, Shelby—Montana Flying Farmers Convention.

October 1 - 6, Palm Springs, California—Aircraft Owners and Pilots Association Plantation Party.

October 9 - 11, Norman, Oklahoma—National Airports Conference of American Association of Airport Executives and the University of Oklahoma.

OFFICIAL OPENING OF BOZEMAN AIR STRIP

All pilots are urged to Fly-In on August 7 for the Official Opening of the Bozeman Air Strip Commencing at 9:30 A.M.

The strip is located approximately one mile southeast of the Montana State University fieldhouse. The turf runway is 50 feet wide and 2640 feet long. The approaches are good on both ends and there is a tie down area on the northwest edge, adjacent to the windcone.

Mr. Charles Bowman of the M.S.U. staff and Mr. Wayne Edsall, Edsall Construction with the assistance of a number of individuals, The Treasure Sky Divers from MSU and the Montana Flying Farmers have opened this privately owned strip to the Public.

FLY-IN TO BE HELD AT VREDENBURG AIRPORT AND RESORT

Official dedication of the Vredenburg Airport and the Grand Opening of the Crystal Lakes Country Club will be held on August 21st at 1:00 P.M. The new Crystal Lakes Country Club and Vredenburg airport is owned and operated by E. W. Vredenburg, son, Edmund and Mr. Fred King of Eureka and is located 3½ miles northeast of Fortine in Lincoln County. (Fortine is located 12 miles south of Eureka and 39 miles northwest of Whitefish—1 mile east of Highway 93).

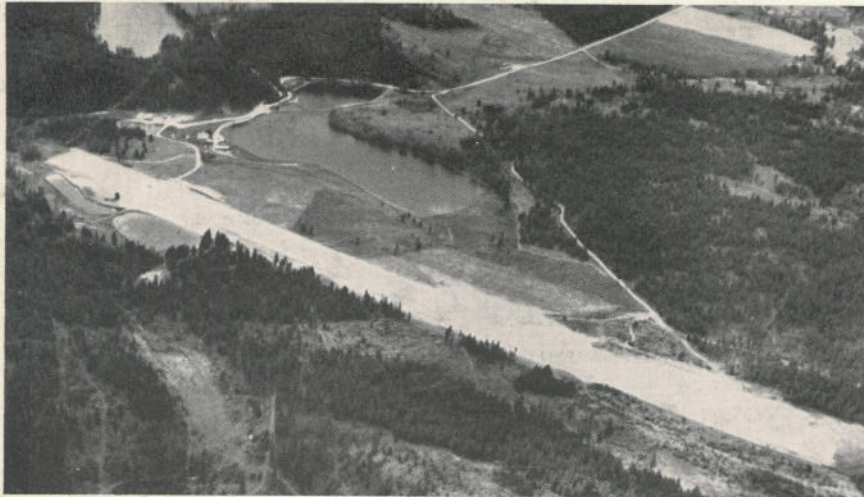


The new Crystal Lakes Country Club with attached swimming pool.

In operation at the present time is the restaurant, lounge, motel and the recently dedicated swimming pool. A 9-hole golf course will be opened next summer.

The airport is 100 feet wide, 3700 feet in length with approaches cleared 20 to 1. Fortine elevation is approximately 3500 ft.

(Continued on Next Page.)



Vredenburg Airstrip adjacent to the Crystal Lakes Country Club.

Pilots planning to attend the Fly-In are urged to bring their own tie-downs. Meals will be available from the resorts' coffee shop adjacent to the airstrip.

Bring your Swimming Suits—Fishermen, Bring your Fly Rods and

ice for packing the cutthroat trout, they are plentiful!

NOTE: Pilots flying in the night before should make reservations by telephone with the Vredenburgs or if they are "filled up," accommodations may be obtained in Eureka.

STATISTICS

(Montana Aircraft Accidents)

61/37
65/22
34/15
37/3

	Accidents Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1965 as of this date	34	15
1966 as of this date	37	3

TIME SET FOR 99'S RACE

The Third Big Sky Race of the Montana Chapter of the Ninety-Nines—to be held August 6, commencing at Glasgow. Briefing will be at 6:00 A.M. Take-Off Time 7:00 A.M.

Race Participants must be in Glasgow on August 5 for aircraft inspection. Mr. Don Wright, Principal Maintenance Inspector GADO I, Billings, will be in Glasgow ready to start inspection at 9:30 A.M. - Deadline 1700.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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